

2009 Minnesota Traffic Deaths and Serious Injury by County & Belt Use

Source: Minnesota Department of Public Safety Office of Traffic Safety, August 2010

COUNTY	Total Vehicle Occupant Fatalities	Total Vehicle Occupant Severe Injuries	Estimated Economic Impact Fatalities and Severe Injuries	Unbelted Vehicle Occupant Fatalities	Unbelted Vehicle Occupant Severe Injuries	Estimated Cost of Unbelted Fatalities & Severe Injuries
AITKIN	3	7	\$4,370,400	2	2	\$2,734,400
ANOKA	7	53	\$12,661,600	2	10	\$3,272,000
BECKER	9	11	\$12,439,200	3	4	\$4,168,800
BELTRAMI	1	5	\$1,636,000	1	3	\$1,501,600
BENTON	4	7	\$5,670,400	2	2	\$2,734,400
BIG STONE	2	1	\$2,667,200	0	0	\$0
BLUE EARTH	3	9	\$4,504,800	1	3	\$1,501,600
BROWN	1	2	\$1,434,400	1	1	\$1,367,200
CARLTON	3	16	\$4,975,200	0	7	\$470,400
CARVER	10	5	\$13,336,000	7	1	\$9,167,200
CASS	2	9	\$3,204,800	1	5	\$1,636,000
CHIPPEWA	2	2	\$2,734,400	2	1	\$2,667,200
CHISAGO	3	6	\$4,303,200	2	3	\$2,801,600
CLAY	2	4	\$2,868,800	1	2	\$1,434,400
CLEARWATER	1	2	\$1,434,400	0	1	\$67,200
COOK	1	4	\$1,568,800	0	1	\$67,200
COTTONWOOD	0	5	\$336,000	0	1	\$67,200
CROW WING	4	13	\$6,073,600	1	5	\$1,636,000
DAKOTA	10	51	\$16,427,200	4	2	\$5,334,400
DODGE	2	10	\$3,272,000	0	1	\$67,200
DOUGLAS	2	8	\$3,137,600	1	1	\$1,367,200
FARIBAUT	1	6	\$1,703,200	0	1	\$67,200
FILLMORE	2	4	\$2,868,800	2	1	\$2,667,200
FREEBORN	6	3	\$8,001,600	0	1	\$67,200
GOODHUE	5	11	\$7,239,200	3	1	\$3,967,200
GRANT	0	2	\$134,400	0	0	\$0
HENNEPIN	27	132	\$43,970,400	9	20	\$13,044,000
HOUSTON	1	5	\$1,636,000	1	2	\$1,434,400
HUBBARD	5	6	\$6,903,200	4	3	\$5,401,600
ISANTI	2	8	\$3,137,600	1	2	\$1,434,400
ITASCA	5	13	\$7,373,600	3	6	\$4,303,200
JACKSON	5	18	\$7,709,600	1	7	\$1,770,400
KANABEC	1	2	\$1,434,400	1	1	\$1,367,200
KANDIYOHI	3	10	\$4,572,000	1	3	\$1,501,600
KOOCHICING	0	3	\$201,600	0	2	\$134,400
LAC QUI PARLE	1	4	\$1,568,800	1	1	\$1,367,200
LAKE	1	8	\$1,837,600	1	3	\$1,501,600
LE SUEUR	0	8	\$537,600	0	3	\$201,600
LINCOLN	0	1	\$67,200	0	0	\$0
LYON	3	6	\$4,303,200	1	2	\$1,434,400
MCLEOD	3	14	\$4,840,800	1	5	\$1,636,000
MAHNOMEN	2	4	\$2,868,800	1	1	\$1,367,200
MARTIN	0	6	\$403,200	0	2	\$134,400
MEEKER	3	5	\$4,236,000	1	2	\$1,434,400
MILLE LACS	2	5	\$2,936,000	2	4	\$2,868,800
MORRISON	5	11	\$7,239,200	2	5	\$2,936,000

COUNTY	Total Vehicle Occupant Fatalities	Total Vehicle Occupant Severe Injuries	Estimated Economic Impact Fatalities and Severe Injuries	Unbelted Vehicle Occupant Fatalities	Unbelted Vehicle Occupant Severe Injuries	Estimated Cost of Unbelted Fatalities & Severe Injuries
MOWER	0	5	\$336,000	0	2	\$134,400
MURRAY	0	9	\$604,800	0	3	\$201,600
NICOLLET	4	6	\$5,603,200	1	2	\$1,434,400
NOBLES	7	10	\$9,772,000	2	5	\$2,936,000
NORMAN	1	2	\$1,434,400	0	2	\$134,400
OLMSTED	18	30	\$25,416,000	10	11	\$13,739,200
OTTER TAIL	9	12	\$12,506,400	4	4	\$5,468,800
PENNINGTON	2	3	\$2,801,600	1	2	\$1,434,400
PINE	3	4	\$4,168,800	2	2	\$2,734,400
PIPESTONE	2	0	\$2,600,000	1	0	\$1,300,000
POLK	2	10	\$3,272,000	2	2	\$2,734,400
POPE	2	1	\$2,667,200	1	1	\$1,367,200
RAMSEY	12	53	\$19,161,600	6	7	\$8,270,400
RED LAKE	0	1	\$67,200	0	1	\$67,200
REDWOOD	3	5	\$4,236,000	2	3	\$2,801,600
RENVILLE	10	21	\$14,411,200	2	11	\$3,339,200
RICE	3	19	\$5,176,800	2	5	\$2,936,000
ROCK	1	2	\$1,434,400	1	0	\$1,300,000
ROSEAU	1	1	\$1,367,200	1	1	\$1,367,200
ST. LOUIS	12	40	\$18,288,000	6	13	\$8,673,600
SCOTT	6	21	\$9,211,200	2	3	\$2,801,600
SHERBURNE	7	18	\$10,309,600	1	5	\$1,636,000
SIBLEY	0	6	\$403,200	0	3	\$201,600
STEARNS	8	17	\$11,542,400	4	5	\$5,536,000
STEELE	1	11	\$2,039,200	0	2	\$134,400
SWIFT	2	0	\$2,600,000	1	0	\$1,300,000
TODD	4	6	\$5,603,200	2	3	\$2,801,600
TRAVERSE	0	2	\$134,400	0	1	\$67,200
WABASHA	4	7	\$5,670,400	1	1	\$1,367,200
WADENA	1	2	\$1,434,400	1	0	\$1,300,000
WASECA	1	11	\$2,039,200	0	3	\$201,600
WASHINGTON	9	22	\$13,178,400	3	6	\$4,303,200
WATONWAN	1	5	\$1,636,000	0	1	\$67,200
WILKIN	1	0	\$1,300,000	1	0	\$1,300,000
WINONA	1	6	\$1,703,200	0	3	\$201,600
WRIGHT	9	22	\$13,178,400	4	4	\$5,468,800
YELLOW MEDICINE	0	2	\$134,400	0	0	\$0
MINNESOTA	302	917	\$454,222,400	131	251	\$187,167,200

NOTE: Each year, the National Safety Council provides estimates for the costs of traffic deaths for the prior year. Costs cited above are based on multiplying the number of deaths in a given year by the cost figures used for deaths in that year. Thus, two counties having the same number of deaths in a five-year period can have differing cost estimates, depending on the years in which the deaths occurred. The Minnesota Department of Public Safety uses “direct economic cost” associated with traffic deaths. Other organizations use estimated “comprehensive costs” which are about three times as great as “direct” cost estimates.